

NEW ZEALAND AIDS
OIL PROSPECTORS

Only Small Quantities Have
Been Obtained So Far.

AUCKLAND, Oct. 15.—The New Zealand Government is still assisting private interests in prospecting for petroleum and has subsidized a company that has put down a bore near Hawkes Bay to the depth of 3,610 feet. It is proposed to go down much deeper, for the indications are that oil may be found in that locality.

During 1919 the New Zealand Government paid nearly \$22,000 in subsidies for prospecting work, and it is understood considerably more will be expended this year. There are several

prospecting companies at work in different parts of New Zealand.

In the past small quantities of petroleum have been secured in some localities, but as yet not in paying quantities. Up to the present twenty-five deep bore holes have been put down in search of petroleum in this Dominion, the deepest having gone to a depth of 5,300 feet and drilling is still in progress.

NEW BANK IN SHANGHAI.

SHANGHAI, Oct. 1.—Representatives of commercial and financial interests of Shanghai yesterday attended the successful opening of the Sino-Italian Bank in its new quarters at 16 Kiangnan road. The president of the institution is Shu Shih-yang, and the central managers are Chin Yu-shu and C. Marmont.

GREAT GRANARIES
FOR SOUTH AFRICA

Government Decides Upon
Chain of Elevators Reaching
All Important Points.

CAPE TOWN, Oct. 15.—A momentous enterprise, more far reaching in its probable effects than any previous development in the history of South Africa as a producer and exporter of foodstuffs, is the great grain elevator scheme which has now been finally approved and adopted by the Union of South Africa Government. It means nothing short of a revolution in the country's rapidly growing grain trade and will place South Africa on a level with the principal granaries of the world in regard to equipment, which means also that the road is open to an equal expansion of production and shipments.

The scheme for the Union provides for two port elevators at Cape Town and Durban of 30,000 tons and 42,000 tons capacity respectively, with seventy-one up-country elevators possessing an aggregate capacity of 160,200 tons. The annual turnover of the port elevators is estimated at 576,000 tons and of the inland elevators 801,000 tons, making the huge total of 1,377,000 tons.

The total cost will be \$1,799,000 (\$1,754,800 at normal exchange), but on the recommendation of the general manager of the South African Railways and Harbors only thirty-four of the inland elevators will be provided as a beginning, thus reducing the cost to \$1,442,700 (\$1,402,900). In addition, 1,000 specially designed railway cars of box type and four tons capacity will be required for service as soon as the elevators are complete.

Same Plan for Rhodesia.

That, in brief, is the scheme for the Union. But that is not all. A similar scheme for Rhodesia, involving the co-operation of the authorities in Portuguese East Africa, has been prepared and the decision in regard to this may be made public at any moment. Thus the whole of South Africa will be covered and the Union and Rhodesia are placed in a fair way of becoming jointly one of the great granaries of the world.

So far as the Union scheme is concerned, while complete in itself, it is understood that it is designed as a basis on which still greater extensions can be made as required. During recent years the highest output touched was in 1917-18, when the Union produced and required for export 1,700,000 tons of wheat and 30,113 tons of oats. On this basis the two port elevators and thirty-four inland elevators may be regarded as sufficient, but the local consumption is by no means keeping pace with the rate of production, and it is certain that the export trade will consequently grow rapidly every year. Therefore a further elevator at East London is certain to be an eventual development, though probably not for some years to come. And it is considered possible that before that contingency is realized conditions may have altered so as to make one of the other Union ports more suitable than East London.

With regard to the cost of construction and the value of the contracts which will shortly be on offer, it is interesting to note that the estimates for Cape Town and Durban elevators respectively are \$187,100 and \$235,000 (\$184,535 and \$131,800) for foundations and buildings, \$291,700 and \$116,000 (\$284,200 and \$114,300) for machinery, \$29,200 and \$49,800 (\$28,925 and \$48,450) for galleries and ship loading plant, and \$7,500 (\$36,500) in each case for drying plant. The average cost of the inland elevators is less easy to arrive at, but will be approximately between \$10,000 and \$24,000 (\$9,800 and \$117,000) each.

To Use Up to Date Equipment.

The mechanical equipment of the elevators, apart from the necessary intake hoppers, bins, etc., is to include efficient cleaning plant at the country installations and drying plant at the ports. Another interesting item is the up to date dormant hopper weighing machine to be provided at the inland elevators, capable of showing the net weight of a full wagon load, and eliminating all disputes about tare, etc., in weighbridge weights, while for unloading the proposed 40 ton railway cars hydraulically operated tippers are to be installed, with a capacity of 1,000 tons per hour. Four sets of these tippers for dealing with different grades will be required at each elevator, and will make it possible to load or unload full trains within an hour.

Details of this character are sufficient to indicate the value and variety of the contracts for equipment which will be on offer, but the commercial opportunities are not limited to these. Mill owners are to be encouraged to put up private elevators of their own all over the country, and farmers will find it more than worth while to use better implements and to increase their equipment of steam ploughs, tractors, cultivators, maize cleaners and shears, etc. Incidentally the supremacy of the ox wagon may at last be threatened and a growing demand for box carts become apparent in the grain districts. A certain amount of railway construction in providing sidings for the elevators and in some cases new branch lines will also have to be undertaken.

Of the enormous advantages and economies that will be brought about by bulk handling and storage it is unnecessary here to speak in detail, but the whole scheme appears to us to have been admirably planned to meet South Africa's needs.

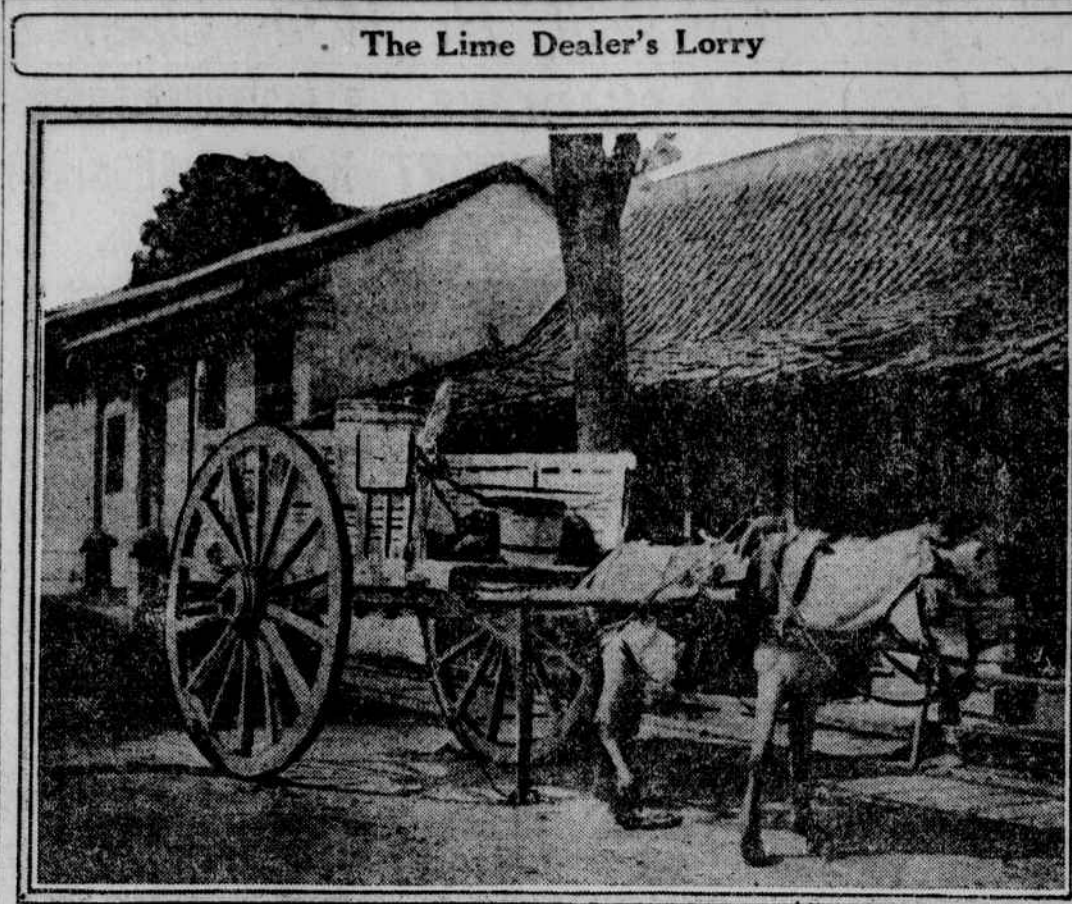
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MISSIONARIES IN COREA
INSTRUCTED BY JAPANESE

Protestant Evangelical Delegates Warned to Recognize
Sovereignty of Japan and Not to Offend
Traditions of the Empire.

Special Correspondence to Far Eastern Department The New York Herald.

SEOUL, Korea, Sept. 30.—In no uncertain terms Director Shibata of the Government Educational Bureau told the delegates to the Federal Council of Protestant Evangelical Missions held here to-day that the Government is not opposed to the teaching of Christianity in Korea but insists that the missionaries recognize the fact that they are carrying on their work within the Japanese Empire and govern themselves accordingly.

He said: "Because you have not sufficiently studied the national characteristics and institutions of the Japanese Empire you not infrequently want to apply Christian characteristics as well as institutions and the manners and customs of your native lands to things in this empire and so often rise to the cropping up of misunderstanding and trouble. Especially is it regrettable that you take the respect we pay to a photograph of the Emperor as a form of worship and show yourselves opposed to it. I am astonished at the ignorance you show of the Japanese national characteristics in this instance. Such problems were discussed in Japan many years ago and nobody now has the slightest doubt thereabout."

"Nevertheless, to my surprise I have found from your memorandum that you

AUSTRALIA TO GET
WOOL PROFIT SHARE

Growers and British Government
Make Division.

MELBOURNE, Oct. 15.—The long waited information regarding the amount of money due to the Australian wool growers under the profit sharing clause of the Imperial Wool Contract has finally been presented to the Federal Parliament. Under the agreement between the Commonwealth and the Imperial Government all the wool of Australian growth for four seasons was purchased by the Imperial Government at a flat rate of 31 cents a pound. It is further agreed that the net profits made by the British Government in the resale of wool should be divided equally between the British Government and the Australian growers.

The Australian share of these profits to March 31, 1919, as announced, to the Federal Parliament is \$21,568,950 at normal exchange. This amount will be shortly remitted to Australia from London for distribution.

Australian growers are entitled to further dividends from profits on wool sold subsequent to March 31, 1919; but as the British Government still holds 2,000,000 bales of the purchased wool, much of it low grade, it is not anticipated that the ultimate profit will be as high as that on wool sold prior to March 31, 1919.

STRAITS SETTLEMENTS
READING JUSTICE

Native Dealers Endeavoring
to Reduce Stock.

Total exports of rubber from the Straits Settlements for the first eight months of the present year were 90,929 tons, as compared with 85,000 tons in 1919 and 45,000 tons in 1918 during the corresponding period. There has been a considerable fall in the price of tin, rubber and local products generally, with the result that the money market has tightened, but no commercial failures of any importance have been reported and the old established houses appear to be in a prosperous condition.

The native dealers and bazaars seem to have been overbuying to a certain extent and are endeavoring to reduce their stocks by conducting cash clearance sales. Considerable activity in the building trade is reported, particularly for business purposes.

TO AID CHINESE STOCK FARMERS.

PERKIO, Oct. 15.—A Stock and Leather Industries Commission has been formally instituted at Pekin with Mr. Shing Shih Yi as president. Among the functions of the commission are the encouragement of stock raising, the purchase of domestic and foreign breeds of cattle and sheep, the training of technical assistants for cattle and sheep raising, the establishment of wool and leather factories and laboratories, and the comparative study of the machinery and equipment used in other countries in the wool and leather industries.

JAPAN NOW MAKING
MORE CHEMICALS

Industries Still Require Large
Import Stocks.

TOKYO, Oct. 15.—During September imports into Japan were valued at approximately \$55,751,000, exports \$76,915,000. The unfavorable balance for the first nine months of the year exceeded \$198,400,000.

Japan now manufactures a large proportion of the heavy chemicals used in her industries. Among those which domestic manufacture cannot yet supply in sufficient quantity are caustic soda, glycerine, salicylic acid, formaldehyde, yellow phosphorus, aniline salt, acetate of lime, sulphate of ammonia and carbolic acid. During the first half of 1919 Japan imported more than 45,000,000 pounds of caustic soda, but only 42,555,000 pounds the first half of this year. The present accumulation of caustic soda stock will probably lessen imports for some time. The chemical market, though chaotic at present, is expected to regain much of its former strength.

WOLVES RAID IN COREA.

SEOUL, Korea, Oct. 3.—Packs of wolves driven to desperation have grown so bold as to raid hamlets or the outskirts of the city. The village of Anukim, outside the east gate, was invaded to-day and several animals killed. So far no human lives have been lost, but the situation is so serious that the police have organized bands of hunters to protect the people.

CHINA BUYS HEAVILY HERE.

The value of China's purchases from the United States during July, 1920, exceeded \$16,500,000, as compared with \$9,700,000 in July, 1919.

GERMANS REGAINING
TRADE OF CHINESE
Dyes and Papers Among
Recent Imports.

An outstanding feature of the Chinese customs returns during the first six months of 1920, according to the Manchester Guardian Commercial, was the gradual but marked reappearance of German trade. Chief among the German imports into China have been dyes, paper, buttons, needles, clocks and iron and steel.

Regarding these imports, China has exported to Germany egg products, lard,

black tea, tobacco, hides, wool, bean oil, wood oil, sesamum seed, cottonseed, white peas, hemp and raw cotton. A readiness to grant long credits is said to tend to make the German traders popular with the Chinese.

EXPRESS SERVICE FOR CHINA.

Peking, Oct. 1.—Officials of the Peking-Hankow Railway have announced that the railway administration is arranging to run a special weekly express train which will cover the distance between Peking and Hankow in twenty-eight hours. The train will be for first and second class passengers only, and extra express tickets will be required. It will be run in the same manner as the Tientsin-Pukow express.

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